

Fiscal Estimate - 2009 Session

☒ Original ☐ Updated ☐ Corrected ☐ Supplemental

LRB Number 09-3326/1		Introduction Number AB-0734	
Description The creation of a Fox Cities regional transit authority			
Fiscal Effect			
State:			
<div style="display: flex; flex-wrap: wrap;"><div style="width: 50%;"><input type="checkbox"/> No State Fiscal Effect</div><div style="width: 50%;"><input type="checkbox"/> Indeterminate</div></div> <div style="display: flex; flex-wrap: wrap; margin-top: 5px;"><div style="width: 33%;"><input type="checkbox"/> Increase Existing Appropriations</div><div style="width: 33%;"><input type="checkbox"/> Increase Existing Revenues</div><div style="width: 33%;"><input type="checkbox"/> Increase Costs - May be possible to absorb within agency's budget</div></div> <div style="display: flex; flex-wrap: wrap; margin-top: 5px;"><div style="width: 33%;"><input type="checkbox"/> Decrease Existing Appropriations</div><div style="width: 33%;"><input type="checkbox"/> Decrease Existing Revenues</div><div style="width: 33%;"><input type="checkbox"/> Yes <input type="checkbox"/> No</div></div> <div style="display: flex; flex-wrap: wrap; margin-top: 5px;"><div style="width: 33%;"><input type="checkbox"/> Create New Appropriations</div><div style="width: 33%;"></div><div style="width: 33%;"><input type="checkbox"/> Decrease Costs</div></div>			
Local:			
<div style="display: flex; flex-wrap: wrap;"><div style="width: 50%;"><input type="checkbox"/> No Local Government Costs</div><div style="width: 50%;"><input checked="" type="checkbox"/> Indeterminate</div></div> <div style="display: flex; flex-wrap: wrap; margin-top: 5px;"><div style="width: 33%;">1. <input checked="" type="checkbox"/> Increase Costs</div><div style="width: 33%;">3. <input checked="" type="checkbox"/> Increase Revenue</div><div style="width: 33%;">5. Types of Local Government Units Affected</div></div> <div style="display: flex; flex-wrap: wrap; margin-top: 5px;"><div style="width: 33%;"><input checked="" type="checkbox"/> Permissive <input type="checkbox"/> Mandatory</div><div style="width: 33%;"><input checked="" type="checkbox"/> Permissive <input type="checkbox"/> Mandatory</div><div style="width: 33%;"><input checked="" type="checkbox"/> Towns <input checked="" type="checkbox"/> Village <input checked="" type="checkbox"/> Cities</div></div> <div style="display: flex; flex-wrap: wrap; margin-top: 5px;"><div style="width: 33%;">2. <input type="checkbox"/> Decrease Costs</div><div style="width: 33%;">4. <input type="checkbox"/> Decrease Revenue</div><div style="width: 33%;"><input type="checkbox"/> Counties <input checked="" type="checkbox"/> Others <u>Regional Transit Authorities</u></div></div> <div style="display: flex; flex-wrap: wrap; margin-top: 5px;"><div style="width: 33%;"><input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory</div><div style="width: 33%;"><input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory</div><div style="width: 33%;"><input type="checkbox"/> School Districts <input type="checkbox"/> WTCS Districts</div></div>			

Fiscal Estimate Narratives

DOR 3/10/2010

LRB Number	09-3326/1	Introduction Number	AB-0734	Estimate Type	Original
Description The creation of a Fox Cities regional transit authority					

Assumptions Used in Arriving at Fiscal Estimate

This bill allows for the creation of a Fox Cities RTA that would have similar powers and duties as several RTAs authorized under current law (the Dane County RTA, the Chippewa Valley RTA, and the Chequamegon Bay RTA).

Specifically, the bill would allow the Fox Cities RTA to be created if two or more municipalities located in the urbanized Fox Cities metropolitan planning area (which includes the City of Appleton) adopt a resolution to join the RTA and the resolution is ratified by the electors by referendum. Other municipalities located in whole or in part in the counties of Outagamie, Calumet, and Winnebago would be eligible to join the Fox Cities RTA if approved by referendum within the joining municipality. The RTA may operate, or contract for the operation of, a transportation system. The jurisdictional area of the RTA would be combined territorial boundaries of all municipalities creating or joining the RTA.

The Fox Cities RTA would have the authority to impose up to a 0.5% sales tax in its jurisdictional area. The Department of Revenue would retain 1.5% of the amounts collected for the department's costs in administering the tax on behalf of the RTA.

If the Fox Cities RTA imposes a sales tax, no municipality that is a member of the RTA may levy property taxes for transit purposes more than an amount that it levied in the year before the year the sales tax is imposed. The amount of the levy for transit purposes must also be decreased by the amount that sales tax collections exceed the amount of federal funding the municipality previously received for transit purposes.

The amount of revenue generated by a Fox Cities RTA sales tax would be dependent on both the tax rate imposed and the particular municipalities that join the RTA. Based on the UW-Extension's estimates of the amount of revenue that could be generated in 2010 by Outagamie, Calumet, and Winnebago Counties if these counties were to adopt the county sales tax, the maximum annual Fox Cities RTA sales tax collections would be an estimated \$33.1 million assuming that the tax is imposed at the maximum 0.5% and across the entirety of these three counties.

If, however, the municipalities that join the Fox Cities RTA are limited to those that are currently served by Valley Transit (which is owned and operated by the City of Appleton), a narrower estimate concentrating on the Appleton area may be developed. Assuming that the sales tax revenue that could be generated across the three counties would be generated solely upon the population of each municipality within the three counties, an estimated \$16.6 million could be generated at the full 0.5% maximum sales tax allowed under the bill. Valley transit operates in the cities of Appleton, Kaukauna, Menasha, and Neenah; the villages of Kimberly and Little Chute; and the towns of Buchanan, Grand Chute, and Menasha.

Under this scenario, DOR would retain approximately \$250,000 for the costs of administering the tax.

The bill's impact on property tax levies is uncertain. While municipalities that join the RTA may not levy more for transit purposes than they did prior to adoption of the sales tax, it is uncertain if the aggregate levy of any individual participating locality would go up or down because a flat or decreased levy for transit purposes could be offset by an increase in the levy for other purposes.

Long-Range Fiscal Implications

Fiscal Estimate Worksheet - 2009 Session

Detailed Estimate of Annual Fiscal Effect

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I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):		
II. Annualized Costs:	Annualized Fiscal Impact on funds from:	
	Increased Costs	Decreased Costs
A. State Costs by Category		
State Operations - Salaries and Fringes	\$	\$
(FTE Position Changes)		
State Operations - Other Costs		
Local Assistance		
Aids to Individuals or Organizations		
TOTAL State Costs by Category	\$	\$
B. State Costs by Source of Funds		
GPR		
FED		
PRO/PRS (DOR admin fee)		
SEG/SEG-S		
III. State Revenues - Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, etc.)		
	Increased Rev	Decreased Rev
GPR Taxes	\$	\$
GPR Earned		
FED		
PRO/PRS		
SEG/SEG-S		
TOTAL State Revenues	\$	\$
NET ANNUALIZED FISCAL IMPACT		
	State	Local
NET CHANGE IN COSTS	\$varies by rate & scope	\$varies by rate & scope
NET CHANGE IN REVENUE	\$varies by rate & scope	\$varies by rate & scope
Agency/Prepared By	Authorized Signature	Date
DOR/ Paul Ziegler (608) 266-5773	Paul Ziegler (608) 266-5773	3/10/2010

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Fiscal Estimate Narratives

DOT 2/25/2010

LRB Number 09-3326/1	Introduction Number AB-0734	Estimate Type Original
Description The creation of a Fox Cities regional transit authority		

Assumptions Used in Arriving at Fiscal Estimate

This bill authorizes a Fox Valley RTA, which would have no incremental workload impact on the Department. The Department's oversight role would not be significantly increased.

Long-Range Fiscal Implications

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TOTAL State Revenues	\$	\$
NET ANNUALIZED FISCAL IMPACT		
	State	Local
NET CHANGE IN COSTS	\$	\$
NET CHANGE IN REVENUE	\$	\$
Agency/Prepared By DOT/ Albert Stanek (608) 266-1681		
Authorized Signature Julie Johnson (608) 267-3703		Date 2/25/2010